

Early Ford V8 Club #109



www.earlyfordv8victoria.com

P.O. Box 53517 Broadmead RPO
Victoria, British Columbia V8X 5K2

RUMBLES Q3 - 2021



For Sale

TABLE OF CONTENTS:

- 1. Club Executive – contact information.**
- 2. 2021 Club agenda & events.**
- 3. Minutes.**
- 4. Message from the 109club executive.**
- 5. Club news – updates, breaking news. Members input.**
- 6. Ladies Page!**
- 7. Tech talk – V8 members input, Q&A. Suggestions News.**
- 8. Photos – Nostalgia EFV8 109, local and worldwide.**
- 9. Buy & sell – parts, restorations vehicles.**
- 10. Committees – contacts, functions, updates, help.**
- 11. Fun page – caution, members contributing.**
- 12. Miscellaneous – news and other interests.**
- 13. Featured Sponsor Drivers Welding**

Contributions always appreciated.

Regular club meetings will resume shortly.

Thanks to all of you for following the science.

The Executive Crew 2021



EARLY FORD V8 CLUB R.G. #109

EXECUTIVE & DIRECTORS 2021

Position	Name	Telephone	Email
President	Chris Chown	250 595 0312	cdchown@outlook.com
Vice President	Mike Mortimer	250 477 0547	Rockymort33@gmail.com
Treasurer	Jim Banks	250 433 4021	banksjim16@gmail.com
Secretary	Al Wills	250 474 4909	al@archeryguy.com
Directors	Dennis Mounce	250 478 6440	d&bounce@telus.net
	Lauri Stevens	250 478 7565	lauristevens@shaw.ca
	Chris Chown	250 595 0312	cdchown@outlook.com
	Jim Jennings	250 477 5594	jennings@telus.net
	Bill Pritchard	250 656 7029	bpritchard@shaw.ca
	Don Landels	250 588 1300	don.landels@gmail.com
	Al Wills	250 474 4909	al@archeryguy.com
First Past President	Bill Pritchard	250 656 7029	bpritchard@shaw.ca

2021 Club Agenda & Events

A Message from the RG #109 executive.

At long last we appear to have some well-deserved relief for the ravages of Covid 19. The struggle has been a difficult one for all of us on many levels and we are so very pleased to have good news and new hope from BC Health and Dr. Bonnie Henry.

The pandemic restriction have affected our club in a dramatic way for over 18 months, resulting in multiple changes to our personal and group activities. Most notably the cancellation of our 40th anniversary Fords & Friends Show. Many members have expressed frustrations at not being able to attend meetings of hold club events such as shop tours and local road runs. We are very hopeful that things will return to normal by the end of August.

We wish to thank you all for sticking with it through the hard times and are excited about the reopening and good times ahead. We expect to be able update you on changes related to regular meetings and events by the end of July if not sooner.

Congratulations to everyone for doing such a terrific job of working through this and being safe.

See you all very soon!

Sincerely,

Chris Chown, Mike Mortimer, Jim Banks, Al Wills.



Club News

Congratulations are in order for *Reg and Lorraine Ash* as they celebrated their **67th wedding anniversary on July 2nd. Well done!**

***Mary and Al Willis* were marked 50 years ago on July 3rd, 1971 in Oliver, B.C. A life journey creating wonderful memories with Family, Friends, Grandchildren and archery. Congratulations to you both and best wishes for 50 more!**

A thought from Don MacPherson on his 47 Merc coupe heading for Victoria!

“The crew showed up on schedule and clearly knew what they were doing, so she’s on her way. Great sadness? No, I’m happy to know the Merc is going to ‘live again’. Thank you all for making this happen.”

Don



The crew prepares the 47 Merc coupe for its next journey. Off to Victoria to spend a little time in the loving hands of the members of the EFV8 RG 109.

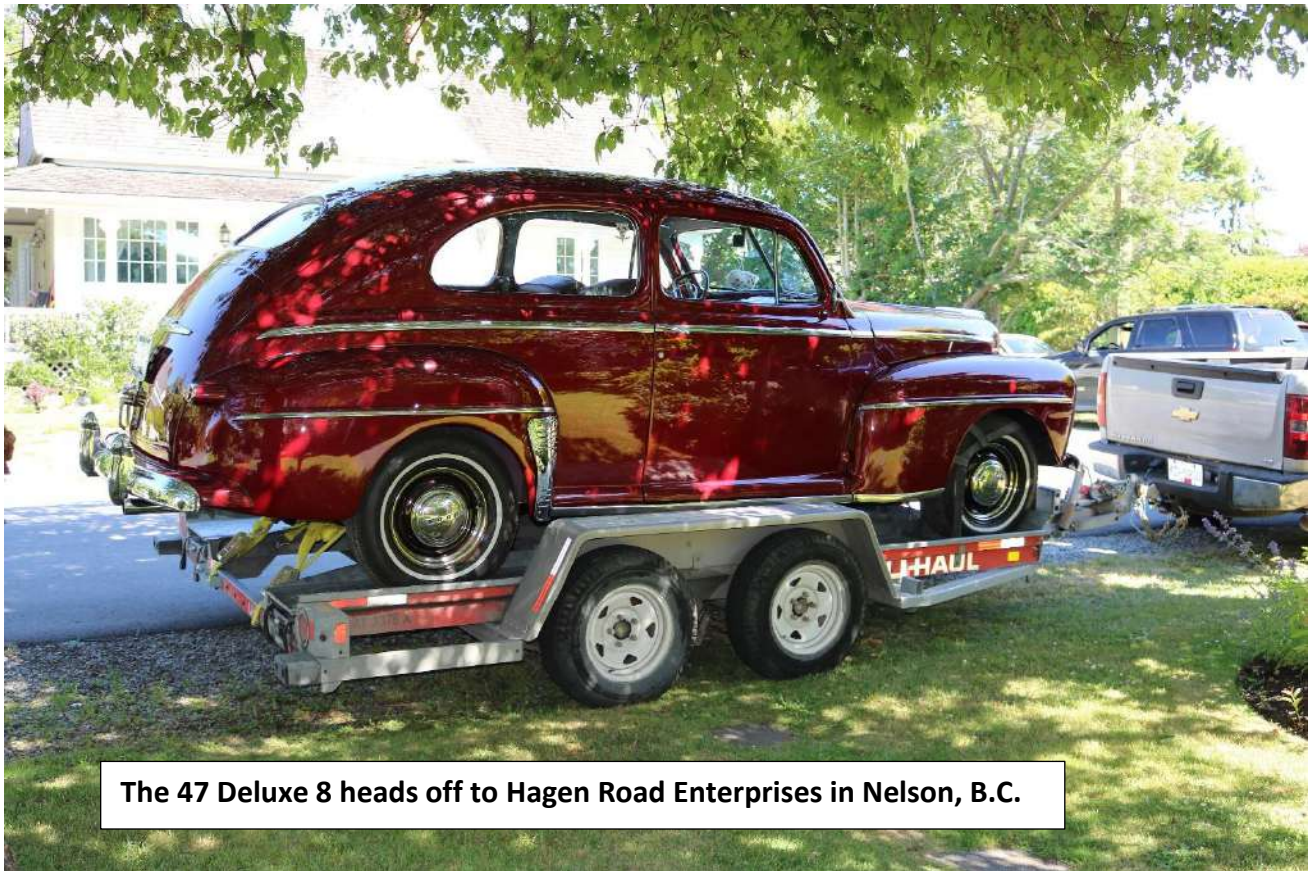
Thanks again to *Don and Linda MacPherson* for such a fantastic donation!

Big shout out to Jim Jennings and his good buddy Chris Whittaker for the good work in transporting .

Another 47 makes a move on June 21st . Miss her already!

Chris Chown is very excited to have his 47 Ford Deluxe 8 head into the BC interior for a major refit. Our member at large, Fraser Kaye, has started work on replacing the flathead and switching out the transmission from a Chevy S10 T5 to a Ford C4. In addition the suspension will change to a Mustang II front clip with a 9" rear end. Disc brakes all around and power steering just for fun. A few surprize bits in the new flatty so I can beat Rob Vanzella off the line!

Will keep you posted with next steps as soon as they happen.



The 47 Deluxe 8 heads off to Hagen Road Enterprises in Nelson, B.C.





Yes it's true! The EFV8 109 will host a BBQ at Rosemead Farms on Saturday August 21st starting at 3:00 PM. Our most sincere thanks go out to Rose and Norrie Spencer for stepping up again by providing such an excellent venue for this event.

Full details will follow shortly. If you are available to assist in setting up, organizing and a little hands on please contact Chris Chown at 250 595 0312 or email cdchown@outlook.com anytime. Or Mike Mortimer at 250 477 0547 rockymort33@gmail.com . *Stay tuned.*



After many attempts to host the Fords and Friends show in 2021 we have been forced to cancel the event due to circumstances beyond our control.

Thays the bad news.

The really good news is that we have secured a booking for our show on July 10th, 2022. Happily, we are registered at our favorite venue, Heritage Acres, for the entire day.

More details will follow in fall 2021.

Northwest Deuce Days set to return to Victoria in 2022.

July 8, 2021



The popular classic car show Northwest Deuce Days, which had [announced earlier this year](#) that it would be leaving the City of Victoria permanently, is set to make a comeback in 2022.

Northwest Deuce Days — a popular recurring event that draws classic car enthusiasts from the Pacific Northwest to Victoria’s Inner Harbour and has become the largest gathering of Deuce Coupes in

the world — had announced earlier this year that it was officially over, however, organizers have struck up an agreement that has breathed new life into the event’s future.

[Destination Greater Victoria](#) and Northwest Deuce Days Owner/Chief Organizer Al Clark have sparked a new relationship and under this agreement, Destination Greater Victoria has purchased all assets, goodwill, and intellectual property associated with Northwest Deuce Days from Clark.

Moving forward, Destination Greater Victoria — who has previously sponsored the event and supplied volunteers — will take the lead and Clark will remain on as a consultant.

The next Northwest Deuce Days has been officially scheduled for July 14-17, 2022.

According to a joint release from Clark and Destination Greater Victoria, the last Deuce Days, which was held in 2019, welcomed over 600 Deuce Coupes and had a local economic impact of \$2 million.

A deuce is defined as a hot rod produced in 1932, which enthusiasts simply call a “Deuce” after the number 2 in 1932.

“We couldn’t be more excited for this new partnership. Visitor economy businesses are hurting and as the local destination marketing and management organization we are doing what we can to provide stability, predictability and future revenue while balancing the need for environmental sustainability,” said Paul Nursey, CEO of Destination Greater Victoria.

“We aim to strike that balance – driving business through the region but also continually working to improve how we operate. Al has built an amazing event – and not just one that brings thousands of visitors to the destination – but an event that is enjoyed by many residents as well.”

Clark says the event has been a “labour of love” after 21 years of hosting, however, acknowledges that it is a good time for him to take a step back, knowing that the event is in good hands and will live on.

As for the City of Victoria, Mayor Lisa Helps believes the continuation of the event is a good thing as it brings together both visitors and the local community.

“For the Northwest Deuce Days, it is not just about the visitors that come from all over the world to our beautiful city, but the way it engages residents. This is another major sign of confidence in our downtown and great news for our tourism build back strategy,” Helps said.

Destination Greater Victoria says it plans to hire an event organizer with classic car expertise and knowledge in the coming months. The organization also says plans are in the works to minimize the event’s environmental footprint by providing opportunities to offset emissions, engaging low-waste food and beverage vendors, and having water bottle refill and zero waste stations.



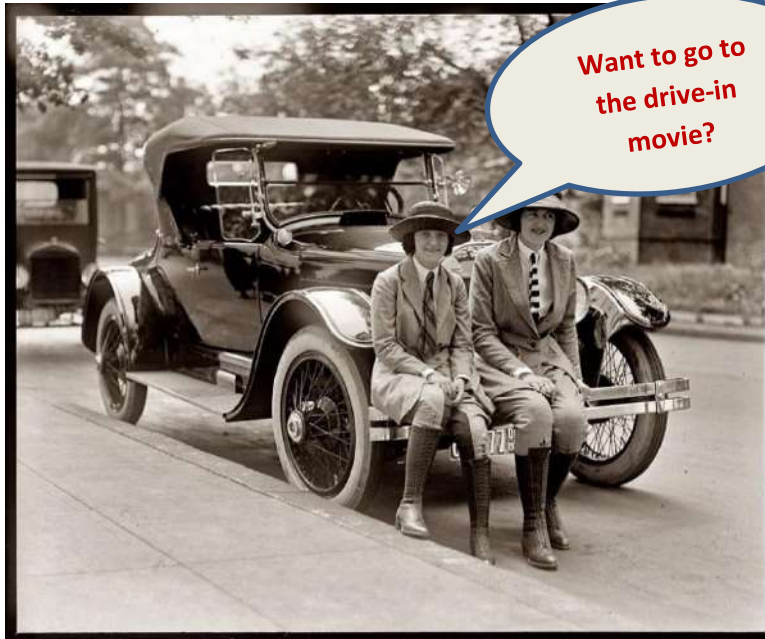
We offer our thanks and appreciation to Al Clark and Destination Greater Victoria for sticking with it and continuing on with such a fantastic world class show.

Such great news for Victoria and all collector car enthusiasts.



The Ladies Page.

Thank you *Alice Nordstrom* for a delightful submission.



Learning to make dog biscuits.

We were living in Fort Chipewan Alberta back in 1970. I was working in the Nursing station and took my turn on call. I was called out while in the process of baking bread. Why would one make bread while on call? Off I went to attend the call. On returning home the bread had risen and then fallen. Not wanting to waste precious ingredients I popped the bread into the oven in hopes of rescuing something. The baked bread was so hard that it was impossible to either cut or eat. I threw it to the husky dogs thinking they might chew on the loaves of bread. The husky's buried the bread. This was my one and only attempt at making dog biscuits.

Alice Nordstrom

Hellé Nice



Before taking up automotive racing, Nice had been a dancer and an avid skier, but after she injured her knee in an accident, she had to move on from both of those passions. Luckily, she found driving. In 1929, she became the winner of the all-female Grand Prix race at Autodrome de Montlhéry while driving an Oméga-Six.

After a relationship with Philippe de Rothschild, she met Ettore Bugatti who put her on the track with his male race car drivers. That's when she started driving a Bugatti Type 35C during five separate French Grand Prix. With that came numerous endorsement deals, and she quickly became one of the most famous women in France.

Though she never won a race, Nice is still one of the best female drivers ever to live and was one of the first women to race competitively against the top men drivers of her day. She competed hard and often finished ahead of many of her top male competitors. At times, she was the only woman on the Grand Prix circuit. From there, she branched out and raced [rallies](#) and hill climbs as well. She was even in the Monte Carlo Rally.

She was also racing at the 1933 Monza Grand Prix when three of the top race drivers during that time were killed. In 1936, she was involved in an accident during a Grand Prix race.

The [Aston Martin](#) she drove somersaulted through the air and collided with the grandstand. Over 30 people were injured and six died, but she was thrown from the car and survived. She continued racing for the next 2-years until 1939 when the onset of World War II brought much of European motor racing at that time to an end.

Please send me any stories you would like to share with the 109 membership. Phone if you prefer. Thanks in advance, Chris.



The Early Ford V8 Club of America encourages you to join the national group Full details are available at www.earlyfordv8.org

Call Chris Chown if you need more information!

You're invited to Join Early Ford V-8 Club of America An International Organization
MEMBERSHIP APPLICATION [] New Membership Check Box as Required [] Renewal Membership **MEMBER NAME**

NAME _____ JOINT

ADDRESS

CITY _____ STATE _____ ZIP

TELEPHONE _____ COUNTRY

CAR(S) OWNED YEAR MAKE TRIM
ENGINE BODY STYLE Sample: 1940 FORD DELUXE V-8 TUDOR SEDAN

Credit

Card: VISA MASTERCARD (circle one) CARD # _____ - _____ - _____

EXPIRATION DATE: _____ SIGNATURE:

United States [] Annual-Surface Mail Regular Membership \$35, Joint Membership \$38 [] Three Year-Surface Mail Regular Membership \$100, Joint Membership \$109 Mexico & South America [] Annual-Surface Mail Regular Membership \$70, Joint Membership \$75 [] Three Year-Surface Mail Regular Membership \$200, Joint Membership \$210

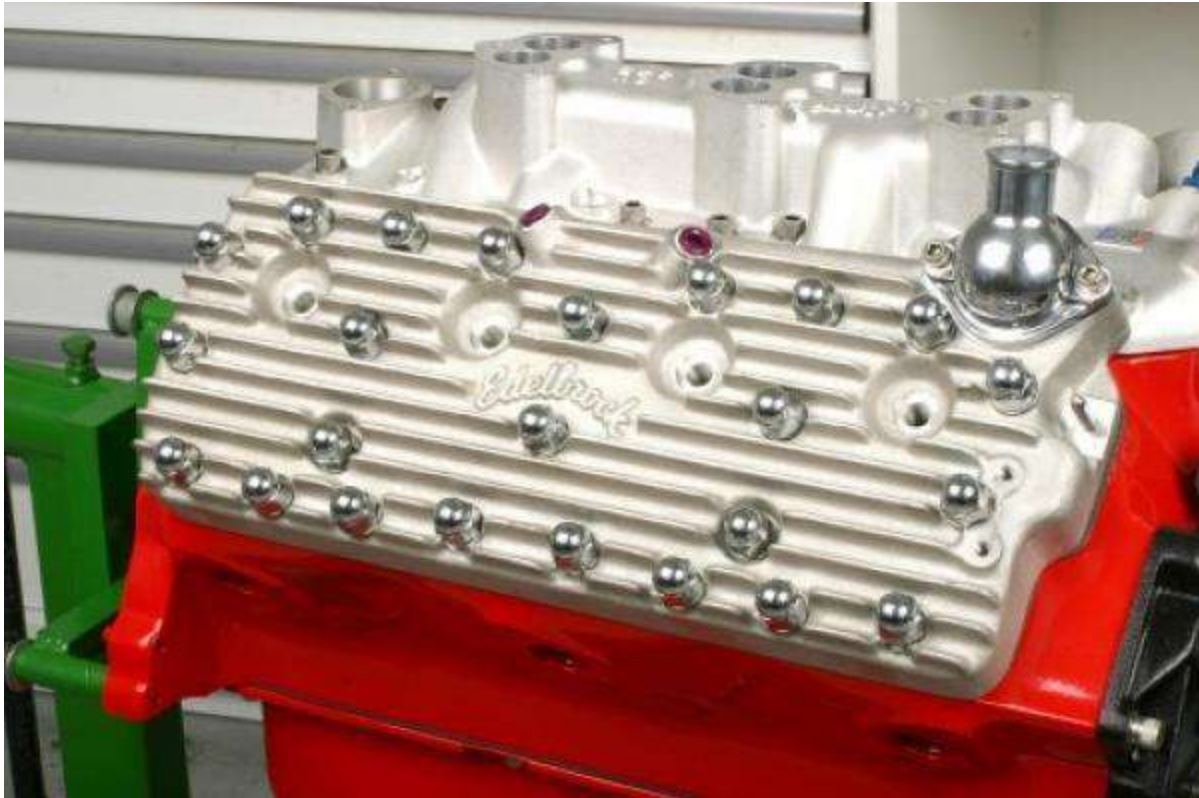
Canada [] Annual-Surface Mail Regular Membership \$55, Joint Membership \$58 [] Three Year-Surface Mail Regular Membership \$150, Joint Membership \$160

Europe & Pacific Rim [] Annual-Surface Mail Regular Membership \$70, Joint Membership \$75 [] Three Year-Surface Mail Regular Membership \$200, Joint Membership \$210 Membership **without V8 TIMES Delivery** One-Year Three-Year [] U.S. & All Foreign Countries: Regular \$15 Joint \$18 Regular \$45 Joint \$54 **WITH Membership Roster only.** [] U.S. & All Foreign Countries: Regular \$ 5 Joint \$ 5 Regular \$15 Joint \$15 WITHOUT Membership Roster. Thank you for Joining or Renewing your membership in The Early Ford V-8 Club of America

TECH TALK.

If you have any technical issues you would like to share, please submit to the Rumbles editor.

Questions, suggestions always welcome!



ACORN HEAD BOLT COVERS:

If you're going to use chrome acorn covers over stock Ford head nuts, you'll find they aren't quite as deep as the stock head nuts. This means they hit the top of the nut before they're flush with the head washers. Replacing the head nuts with a new set of grade #8 NF nuts from a bolt supplier will cure this. They are not as thick as the stock Ford ones and the acorns fit flush down against the washers and looks a bit better. **REMOVING STUDS:** There are several methods I've used with varying degrees of success over the years. I continually try new methods when ever I hear of one. Today I use the following. I've listed these in order of success. Just remember to take your time and don't get in a hurry when working on studs..... they'll only break and then you end up with a whole bunch of new troubles. When using a stud puller, I use a torque wrench and limit the torque to 60ft/lbs to keep from breaking studs. In the following, I'm assuming the heads are removed. From Red's Headers on 1/30/03. Limit removal torque to 75-80 ft/lbs when trying to break a stud loose to avoid breaking it. I'm nervous and limit removal torque to 70 ft/lbs .Stud pullers. There are a differences in stud pullers. I use a stud puller that grips all the way around the stud (looks similar to a deep well socket). I think these are the best and worth the price. The common cam lock type rotates an anti-slip grooved cam so it contacts and applies pressure to one side of the stud. These are lousy as far as I'm concerned. I can't begin to guess how many studs I've broken in the early days using these pullers, but it's probably in the hundreds!. (1) Soak the studs with your favorite penetrating oil several times a day for several days. I prefer "BG In-Force Ion-Activated

Penetrating oil" (#438) or "Aerokroil Penetrating Oil" or "P-Blaster Penetrant" in that order. Run a head nut down flush with the stud and hit the top of the stud HARD with a big hammer a few times (like it's a nail you're trying to drive into the block). The impact and vibration will some times help free-up a frozen stud. Now get out the stud puller. GENTLY attempt to tighten the stud first. Then try loosening it. GENTLY work it back and forth... tighten and loosen..... tighten and loosen. The majority of the time if you've soaked them good and worked with them, the stud will come loose. If it won't budge, try soaking it again over night. Don't ever force it unless you're sadistic.(2) This requires an acetylene torch. Heating the stud alone just expands the stud and does little to loosen them. But heating the boss in the water chamber of the block expands the boss to make the threaded hole larger. Have the stud puller on the stud and ready to use. Light the torch and put it inside the water chamber and heat up the boss... it doesn't have to be red hot... just fairly hot will usually work. As you apply the torch, put a fair amount of strain on the stud puller. It'll usually loosen once you have the boss pretty hot. I've used this method on the last five engines... and never broke a stud... which is amazing for this old geezer. The above two methods have never failed to remove a stud! Shore makes life easier.

Will Rogers said:

"Even if you're on the right track, you'll get run over if you just sit there."

Bob Mortimer said:

"In a country well governed, poverty is something to be ashamed of. In a country badly governed, wealth is something to be ashamed of."

Exercise your brain just in case you need it.

Check your answers on the last page..

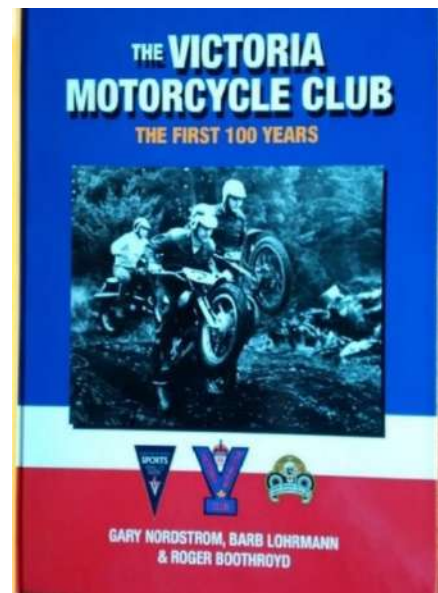
You are in a room that has three switches and a closed door. The switches control three light bulbs on the other side of the door. Once you open the door, you may never touch the switches again. How can you definitively tell which switch is connected to each of the light bulbs?

BUY & SELL.

Wanted: *A friend of mine is looking for a 1953 to 1955 short box pickup truck with a flathead motor. He asked me if he could put a want add in the Rumbles. If you can do that, his contact info is Dave Ryckman and phone is 250 466 5002. Thanks, **Gary Clarke***

FOR SALE: *The first 100 years of the Victoria Motorcycle club by Gary Nordstrom.*

For the last year, I have been writing and compiling a book detailing **The Victoria Motorcycle Club, The First Hundred Years**. In chapter one, Barb Lohrmann summarized the history from it's beginning in 1906 when it began as a car and motorcycle club. Using the meeting minutes, Barb describes the activities through the decades. In 1912, the VMC formed a separate club which makes it the second oldest in Canada after the Winnipeg club. Subsequent chapters deal with the variety of events, trophies, competition machinery of each era, profiles of top riders (some of which some of our members will know) and their many achievements locally, Canada wide and internationally. The 200 page text is liberally supported by more than 300 photos (provided by our club historian Roger Boothroyd) and a scrapbook chapter. My wife, Elizabeth, spent a considerable amount of time doing the layout. Published by our local First Choice Books, the price is \$30 and books can be obtain through me. Lots of amazing stories recalling the adventures of competitive motorcycling make it an entertaining read.



Gary Nordstrom gnordstrom@shaw.ca

WANTED: Rear Bumper for a 57 Ford F100 pickup. Gary Nordstrom.

I'm looking for a rear bumper for my 57 Ford F100. Pickup. Most bumpers from the 50's would be suitable. Gary. Contact gary.nordstrom@shaw.ca. Thanks.

WANTED: Looking for a gear shift lever for a 1997 GMC 1500. Does anyone happen to have one kicking around? If so please contact **ALAN BARR** at a.barr@shaw.ca or 250 598 2896.



**FOR SALE: VERY RARE 1930 Ford
model A Deluxe Delivery.**

**For enquiries, please phone 1-250-818-0049
JIM JENNINGS.**

1930 Model A Deluxe Delivery. One of only two in
Victoria, this belonged to Crosses Meat Market for
deliveries from 1930-1938.

List price is: \$29,000 CDN

- Has new Model B engine, balanced and counter balanced crank.
- Model B cam shaft
- Adjustable tappets
- Shell crank bearings
- Full pressure oil system
- 6-volt positive ground alternator
- 354 highway rear axle gears
- Many other extras included in restoration.
- One complete set of diamond tread Goodyear made in Canada tires (as original)
- One set of 16" wire wheels for touring





FOR SALE: 1947 MONARCH 4 DOOR SEDAN. SURVIVOR

- Original paint, glass, and upholstery
 - New steel belted radial tires
 - New front disc brakes, new rear brake shoes
 - New completely rebuilt engine.
 - 4" crank
 - Full pressure oil system
 - And lots of other extras
 - Great touring car.
- Asking price: \$15,000. CDN

For more information please call JIM JENNINGS 1-250-818-004.



WANTED by TED FORBES:

Rebuilding a 1957 Chevy convertible that requires multiple “parts and fittings” If you can help or direct please call Ted at 250 642 6704. Or typhoonted@shaw.ca



FOR SALE: 1935 Ford pickup custom build by Gord Stewart.



After many many years Gord is going to sell his magnificent 35 pickup. Loaded to the hilt with all sorts of goodies with excellent craftsmanship in the rebuild. Asking price starts at 50 Canadian, but there is “room to negotiate” says Gord.

Please call Gord in Sooke or contact Chris Chown for more information.

2021 Committees:

“Always glad to have your help!!”

DON'T BE SHY, STEP UP ANYTIME.

THERE'S ALWAYS ROOM FOR YOU.

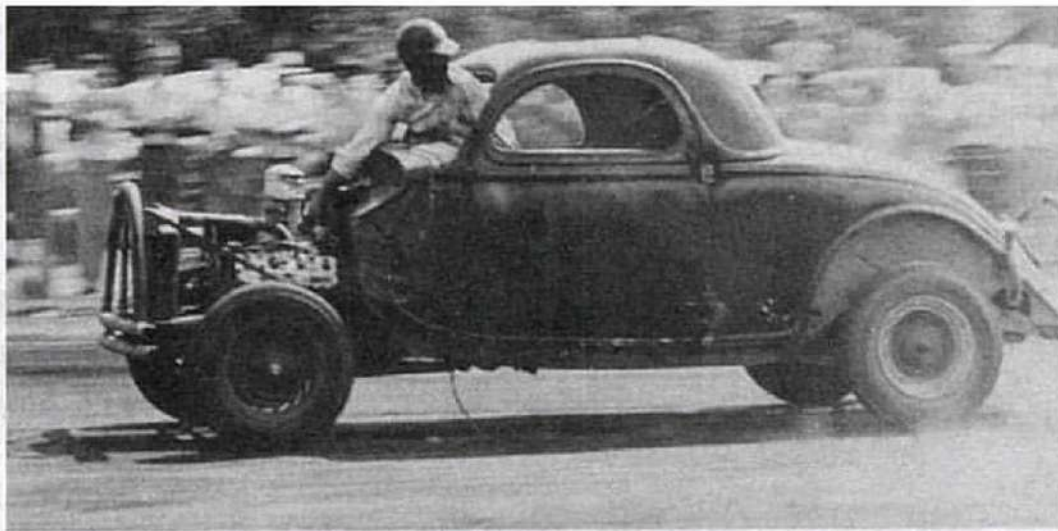


Name	Lead Hands	Supporting members	Date Formed.
2021 Annual BBQ August 21 at Rosemead Farm	Mike Mortimer	Rosalind Jordon, Chris Chown	July 2021
Fords & Friends 2022	Gary Clarke, Lew Williams	Primary Committee, 2B set.	ANNUAL
High School Shop Awards	Bruce Somers	Appointed by Bruce S.	Oct 2019
Newsletter	Chris Chown	Al Wills, all members	2014
Tours	Gary Clarke	All welcome	2016
Phone Committee	Norrie Spencer, Dave Wallace, Bob Mortimer	As needed	Jurassic period
Website development	Al Wills	Chris Chown	2017
Membership	Jim Jennings	Lew Williams	2016
Christmas Luncheon	Rob Vanzella Deanna Pfeifer	Chris Chown Mike Mortimer	2020
50/50 Refreshments	Mike Mortimer	Bob Mortimer	2017
Community Liaison	Lew Williams	As needed.	2018

JUST FOR FUN

*A great contribution from **Ron Staniul.***

This guy....



In the inaugural heat on June 4, 1950, driver Vittle Cothron was running third on the last lap when his carburetor linkage fell off. Vittle reached through the windshield and held the carburetor open with one hand, steered with the other and finished third.

Apparently he said "I hate it when that happens" when he crossed the finish line!

Many thanks to JIM BANKS for this note worthy submission. Keep them coming please.

15 Little-Known Facts About "American Graffiti"

Hemmings Feature, by Joe Lorio, July 10, 2020
Summarized by the Editor

13

1. 300 cars were used in filming; car owners were paid \$20-25 per night plus food.
2. Milner's '32 Ford chopped-top Deuce coupe had a '66 chevy 327 cu.n V6 with 4 Rochester 2GC two-barrel carbs. The red car was painted yellow for the film. After, it was advertised for sale for \$1 500 for a year but failed to sell. Now resides in San Francisco.
3. Three black '55 Chevys were used when Bob Falga (Harrison Ford) comes to town to challenge reigning drag racer Milner. During the race scene, the car's axle broke. In a second chase the replacement axle broke. The current collector, in Kansas, restored it.
4. Steve's '58 Impala was sold to a teenager for \$285; he kept the car until 2015, when it was auctioned to NASCAR commentator Ray Evernham, who restored it.
5. Curt's obsession is a mysterious blonde (Suzanne Somers) in a white 1956 T-bird; she had a surprise reunion with the car in 1999. on Leeza Gibbons' TV show.
6. The film takes place in 1962 but Curt's Citroen 2CV is actually 1967.
7. Toad's crashing his Vespa in the opening scene was unscripted. He lost control of the scooter, but stayed in character & George Lucas kept on filming.
8. The license plate on Milner's Deuce Coupe, THX 13B, honoured George Lucas' science fiction film, THX 113B
9. Mythbusters proved it is not possible to rip out an axle by attaching a chain to it and to a light pole...in the movie, the axle had been cut away from the frame and the chain was attached to a winch on a tow truck.
10. Although set in Modesto, it was largely shot in Petacluma, California.
11. The entire movies takes place in one night. It was filmed between 9 pm and 5 am. The shoot lasted just 28 days.
12. "An assistant camera man fell off the trailer of a truck and was run over shooting one of the road scenes, suffering minor injuries."
13. The DC-7 airliner that appears in the final scen was later converted to cargo use and in 1996 it crashed after taking off from Dakar, Senegal, killing all four people aboard.
14. All of the principal actors were unknown & Universal was sure it would be a flop. The film grossed \$55 Million, and \$63 Million in a re-release.
15. There was a 1979 sequel, "More American Graffiti," that checked in with the crew in the mid 1960's, but it lacked the cruising theme and was a critical failure and box-office flop.

Did you know...

The 1970 Ford Torino Type N/W was a special edition for purchasers in the Pacific NorthWest. Only 395 were produced, and only 15 with the 351 V8.

Rib Ticklers:

Just in case you haven't guessed the following delight comes your way compliments of Marie Jennings!

A very successful attorney parked his brand new Porsche 911 Turbo in front of his office, ready to show it off to his colleagues.

As he was getting out, a truck came barreling down the road, drifted right and completely tore off the driver's door. Fortunately, a cop was close enough to see the accident and pulled up behind the now door-less Porsche with his lights flashing.

Before the cop had a chance to ask any questions, the attorney started screaming hysterically about how his precious Porsche, which he had just purchased the day before, was completely ruined and no matter how any car body shop tried to make it new again, would never be the same.

After the lawyer finally wound down from his rant, the cop shook his head in disbelief,

"I can't believe how materialistic you lawyers are," he said, "You are so focused on your possessions that you neglect the most important things in life."

"How can you say such a thing?" asked the lawyer.

The cop replied, "Don't you even realize that your left arm is missing? It was severed when the truck hit you!"

"OH MY GOD!" screamed the lawyer. . . "My Rolex!"

From the deep files of Vic and Alice Nordstrom. (MOSTLY VIC)

4 Old Car Racing Buddies

There were 4 old friends who had raced at Western Speedway in the 60's and 70's. They still knew some of those who had race cars and would borrow a few cars for a gentle fun race a couple times a year.

Sam had a stroke so he chose not to drive but to do the flags and the timing. The other three; Bill, Fred and Joe would throw dice for the choice of the available cars and Sam made sure that they did it right.

Joe had a health condition lately and he had to go for blood and urine tests every week. He didn't mind the blood tests but he found it hard to get the urine out in a timely manner. He felt embarrassed that it took so long. When he was home he practiced saying a word as he put out the fluid and after a while it worked. The word he chose was "Urinate".

At the most recent Saturday morning race, Bill got the first car, Fred got the second and Joe got the third. Sam checked the results and the available cars and said, "Bill, today you get to drive car 150!" Then he told Fred, "Fred today you get car number 4!" Then he said, "Joe, "Yer in 8".and he did!

Shack It to Me...in Heaven

A wealthy man died and went to heaven. He was met at the Pearly Gates by Saint Peter who led him down the streets of gold. They passed mansion after mansion until they came to the very end of the street. Saint Peter stopped the rich man in front of a little shack. "This belongs to you," said Saint Peter. "Why do I get this ugly thing when there are so many mansions I could live in?" the man demanded.

"We did the best we could with the money you sent us!" Saint Peter replied.

HISTORY

1978 JULY 13TH

Henry Ford II fires Lee Iacocca

On July 13, 1978, Ford Motor Company chairman [Henry Ford](#) II fires [Lee Iacocca](#) as Ford's president, ending years of tension between the two men.

Born to an immigrant family in [Pennsylvania](#) in 1924, Iacocca was hired by Ford as an engineer in 1946 but soon switched to sales, at which he clearly excelled. By 1960, Iacocca had become a vice president and general manager of the Ford division, the company's largest marketing arm. He

successfully championed the design and development of the sporty, affordable Ford Mustang, an achievement that landed him on the covers of *Time* and *Newsweek* magazines in the same week in 1964.

In December 1970, Henry Ford II named Iacocca president of Ford, but his brash, unorthodox style soon brought him into conflict with his boss. According to Douglas Brinkley's history of Ford "Wheels for the World," Henry authorized \$1.5 million in company funds for an investigation of Iacocca's business and private life in 1975. Suffering from a heart condition and aware that the time for his retirement was approaching, Ford made it clear that he eventually wanted to turn the company over to his son Edsel, then just 28. In early 1978, Iacocca was told he would report to another Ford executive, Philip Caldwell, who was named deputy chief executive officer. In his increasingly public struggle with Ford, Iacocca made an attempt to find support among the company's board of directors, giving Ford the excuse he needed to fire him. As Iacocca later wrote in his bestselling autobiography, Ford called Iacocca into his office shortly before 3 pm on July 13, 1978 and let him go, telling him "Sometimes you just don't like somebody."

News of the firing shocked the industry, but it turned into a boon for Iacocca. The following year, he was hired as president of the Chrysler Corporation, which at the time was facing bankruptcy. Iacocca went to the federal government for aid, banking on his belief that the government would not let Chrysler fail for fear of weakening an already slumping economy. The gamble paid off, with Congress agreeing to bail out Chrysler to the tune of \$1.5 billion. Iacocca streamlined the company's operations, focused on producing more fuel-efficient cars and pursued an aggressive marketing strategy based on his own powerful personality. After showing a small profit in 1981, Chrysler posted record profits of more than \$2.4 billion in 1984. By then a national celebrity, Iacocca retired as chief executive of Chrysler in 1992. He died on July 2, 2019.

Fascinating Story of an Enormous Auto Movie Prop Consumed by Flames

July 12, 2021



In 1930 the Studebaker Body Shop constructed this forty-foot-long by fourteen-foot-tall replica of the all-new soon to be introduced 1931 Studebaker President “Four-Seasons” roadster, set to go on sale that fall. The majority of it was constructed out of pine, and the Firestone Rubber Company constructed exact replica “ten-foot-tall tires”; the wheels with spokes constructed of steel tubing were finished off with metal hubcaps.

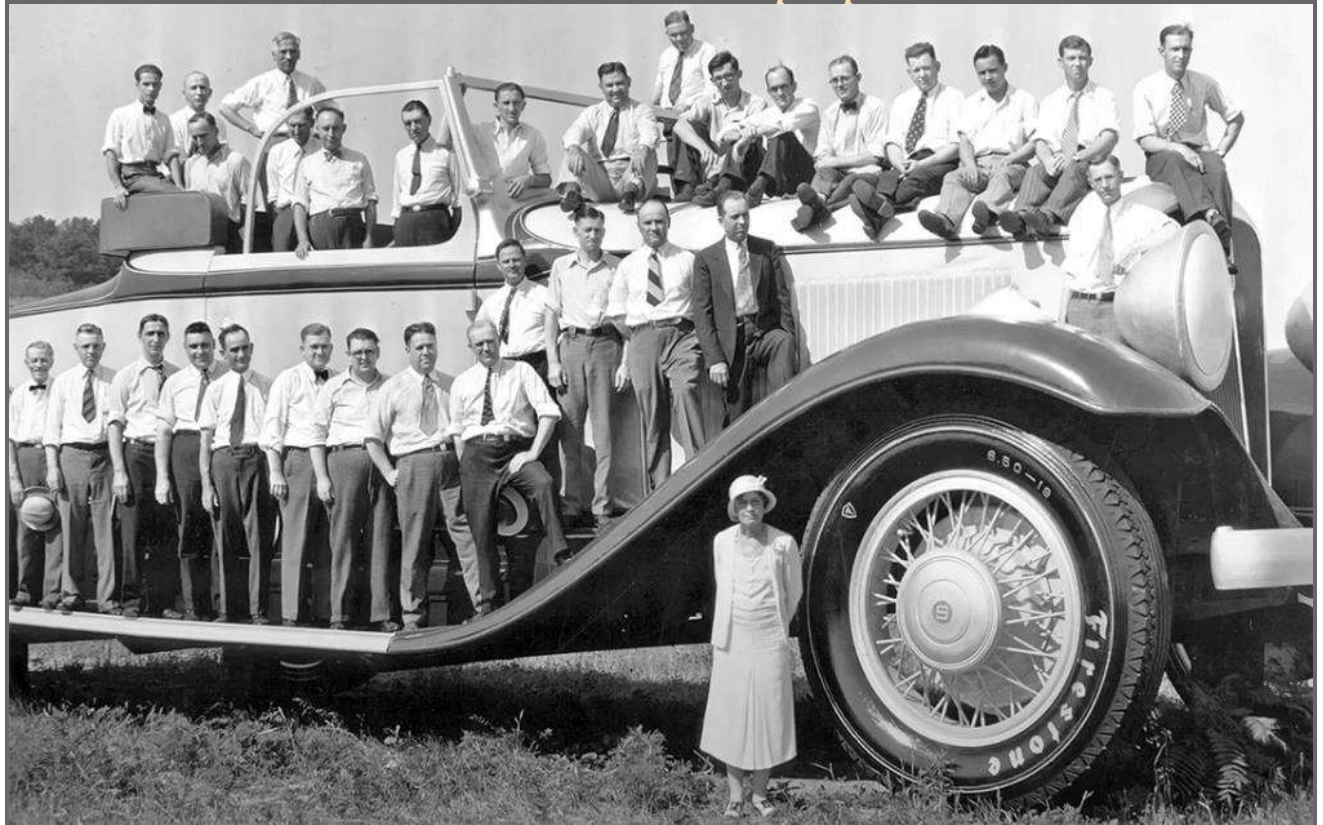
The roadster was created as a prop for a nine-minute Studebaker promotional film “Wild Flowers” (video below), introducing the new model. Workers assembled it on the roadside in front of the Automakers Proving Grounds. In front of the model was a painted signboard of a man titled “This Man is 6 Feet Tall.”

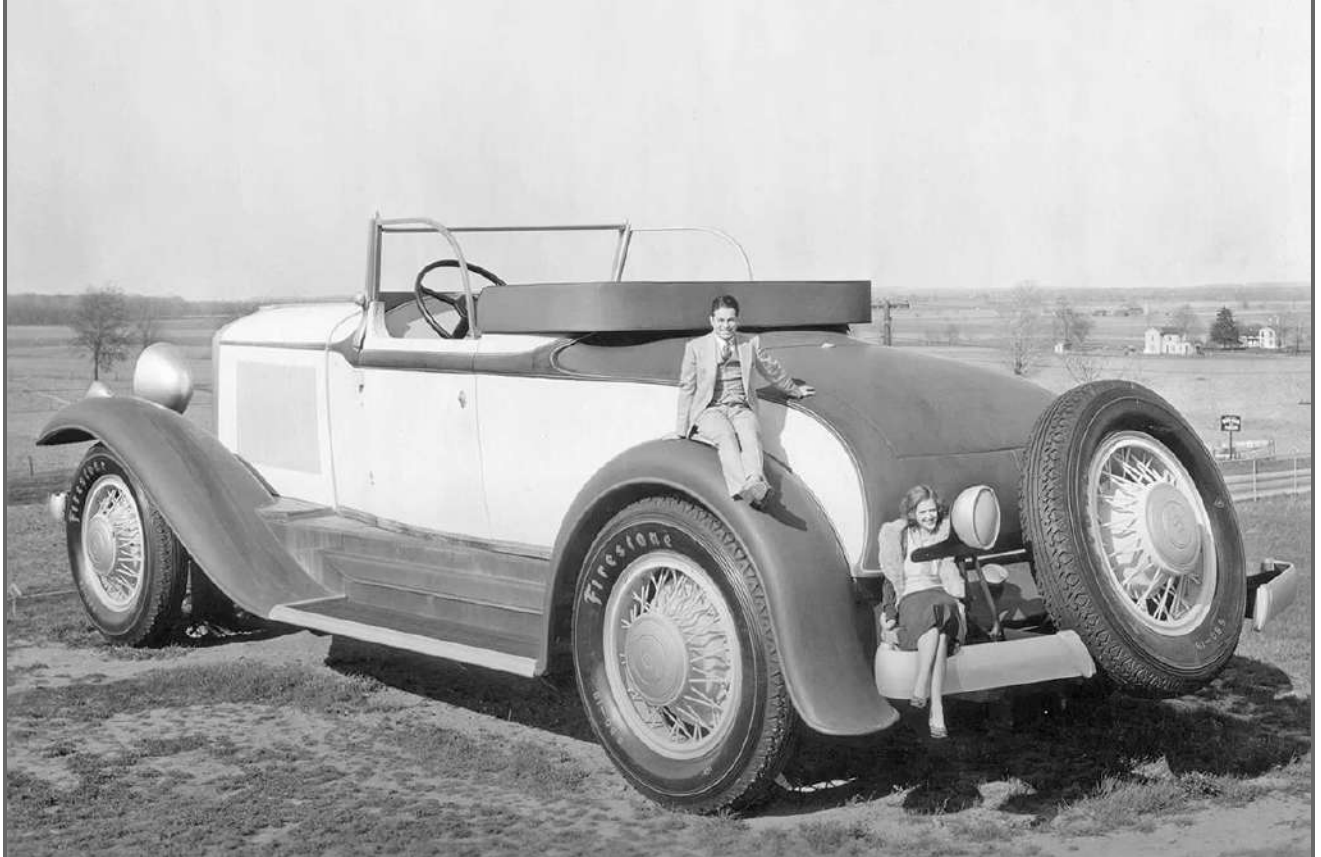
As the years passed by, the famous wooden Roadster suffered from the elements, souvenir-hunters, and at one point, it was repainted in an effort to preserve it. Finally, Studebaker management decided its time had passed, and a worker splashed gasoline on the left front fender and set it on fire with an old-fashioned burning torch. Within thirty minutes, the model was destroyed.

After learning the publicity value of the wooden Roadster, three years later, *Studebaker Constructed a Monumental Land Cruiser Streamliner* for its exhibit at the 1933 to '34 Century of Progress World's Fair exhibit.

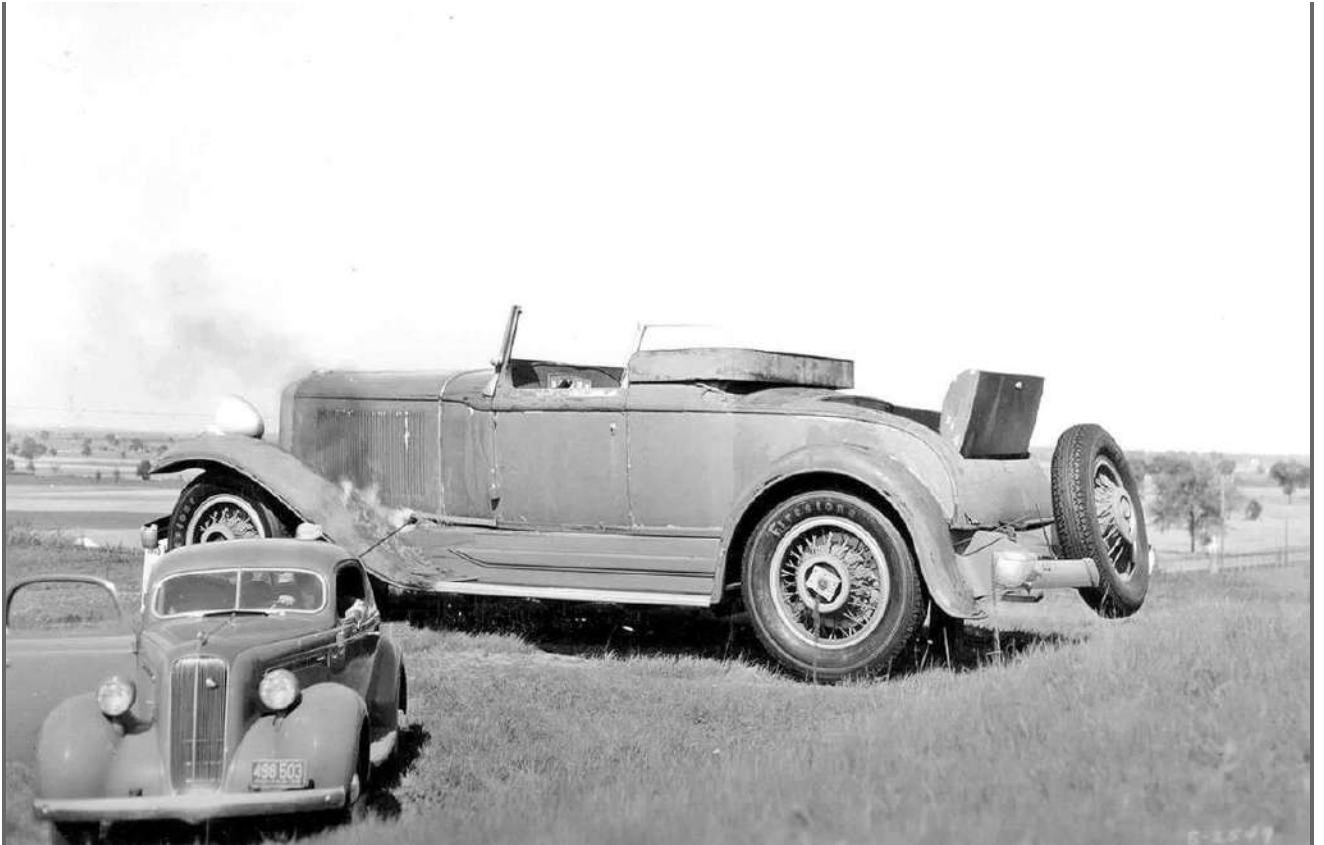
View the publicity film “Wild Flowers” below, along with a second video to learn more about this amazing model. Photos from the video courtesy of the *Studebaker Drivers Club*.

Studebaker personnel posing for this photo put the size of the model of the 1931 Studebaker President "Four-Seasons" roadster in perspective.





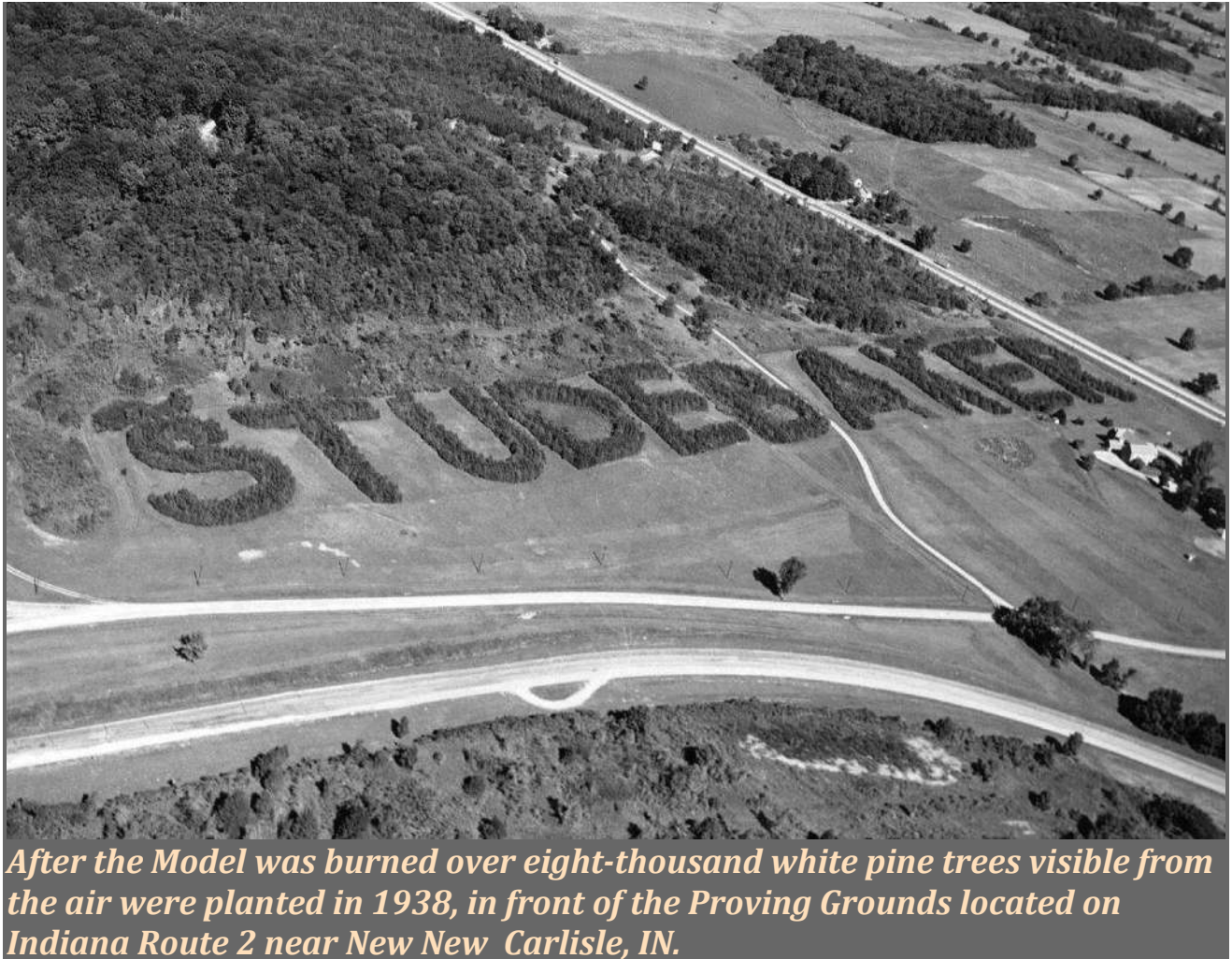
Farmland and the road in front of the Studebaker Proving Grounds visible behind the model.



The model being set on fire by an employee and a Studebaker coupe getaway car and driver ready to go.



The giant Model was for the most part destroyed within thirty minutes. The 10 <https://youtu.be/EyjLFk6yM94> foot tall tires survived and were later donated to a WWII rubber drive.



After the Model was burned over eight-thousand white pine trees visible from the air were planted in 1938, in front of the Proving Grounds located on Indiana Route 2 near New New Carlisle, IN.

<https://youtu.be/EyjLFk6yM94> Take a peek at this very unusual video to see what old time advertising was really all about!

<https://youtu.be/nTM7WEdH94Q> More of the same great stuff!!

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Chris Chown

President EFV8 109.

Brain Teaser Answer!

Answer:

Turn on the first two switches. Leave them on for five minutes. Once five minutes has passed, turn off the second switch, leaving one switch on. Now go through the door. The light that is still on is connected to the first switch. Whichever of the other two is warm to the touch is connected to the second switch. The bulb that is cold is connected to the switch that was never turned on.

This newsletter is provided to EFV8 109 members and associates of the Early Ford V8 Club R.G.109. Should you wish to contribute an item or offer comments please contact Chris Chown via email at cdchown@outlook.com

All previous editions of the Rumbles Newsletter are available on the 109-club website. Please visit www.earlyfordv8victoria.com and enjoy as much as you want.

Your feedback and comments are always appreciated. Input is used to improve the quality and diversify.

Thank you all for your support and participation!

So long until next time!

